

against the field failing to meet with any response. The four boats were despatched on equal terms, but Ellis quickly assumed the lead from the Scotch crew, the other pair, close together, keeping well within hail. Before going three hundred yards, Lockhart's crew, pulling in capital form, passed the favorites, and soon were a length in front. Hickley and the same time spurring and getting on terms with Ellis. A long way from the winning post the English International representatives were clean out of the race, and although both Hickley and Hayllar hunted the Scotchmen home the issue was never really in doubt, the St. Andrew's Cross getting the winning gun about two lengths in front of the Naval men, with Hayllar a very good third. Time 8 min. 25 secs.

MEN-OF-WAR'S CUTTERS.—Distance, One Mile. Entrance, \$1. First Prize, \$20; Second Prize, \$10. No time allowed for Oars.

H.M.S. *Impetuous*, *Victoria*, cutter 14-Oars 1
H.M.S. *Victor Emanuel's* cutter 13-Oars..... 2
H.M.S. *Leander's* cutter 12-Oars..... 3

The flagship's big cutter won a good race by three lengths, a quarter of a length separating the second and third.

"THE ST. PATRICK CUP" for Hong Pairs.—Presented by J. J. Francis, Esq., Q.C. Crews to consist of Members of a Hong. Distance, One Mile. Entrance, \$5.

Station No. 3—*Ellen*, A. Duer, 10st. 8lb.; G. H. Potts, 11st. 11lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 1
Station No. 1—*Kathleen*, F. H. Shepherd, 9st. 8lb.; T. W. Lammer, 11st. 2lb. (stroke); E. Cole, 8st. 5lb. (cox)..... 2
Station No. 2—*Lily*, E. Travers, 10st. 10lb.; A. G. Stephen, 10st. 10lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 3

This proved a grand struggle between the "Kee-chong" and "Tai-ko" songs, the "Ewo" being outpaced from the start. Lammer, doing all he knew, led Potts by a length and a half for the first half mile, when he commenced to tire and gradually came back. At the Government breakwater the two boats were strictly level, but from this point Potts slowly obtained the advantage and two hundred yards from the flag-ship a clear length separated the pair. Some very erratic steering then took place, Fredericks shaping a course towards the judge whilst Cole went right over to the Kowloon shore. Eventually Potts was declared the winner by three feet, and no sooner had he passed the post than his boat capsized, both himself and partner being drenched. The cold bath quickly brought them round.

"CHAIRMAN'S CUP."—Presented by Major Tripp, Chairman of the Victoria Recreation Club. For Four-Oars. Distance, One-mile-and-a-half. Entrance, \$10.

Station No. 3—*Victoria*, A. G. Stephen, 10st. 10lb.; A. Duer, 10st. 8lb.; P. R. Simmonds, 12st. 10lb.; F. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 1
Station No. 2—*Leek*, G. L. Duncan, 10st. 6lb.; J. Legge, 11st. 0lb.; J. Little, 11st. 0lb.; J. T. Tighe, 6st. 0lb. (cox)..... 2
Station No. 1—*Shamrock*, E. Blair, 10st. 0lb.; J. A. Fredericks, 10st. 5lb.; T. Dalby, 11st. 2lb.; G. Bramwell, 12st. 0lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 3

Ellis led for a mile, when the other two boats closed up, but Bramwell's crew suddenly collapsing, left the Major and E. B. Shepherd to make a capital race home, the latter winning by a clear length.

"GERMAN CUP."—Presented by the German Community. For Four-Oars. Distance, One Mile. Entrance, \$10.

Station No. 1—*Rose*, W. Taylor, 10st. 0lb.; G. L. Duncan, 10st. 6lb.; T. Dalby, 11st. 2lb.; J. A. Fredericks, 10st. 5lb.; J. T. Tighe, 6st. 0lb. (cox)..... 1
Station No. 2—*Shamrock*, R. M. Jameson, 11st. 0lb.; J. A. Fredericks, 10st. 5lb.; T. W. Lammer, 11st. 2lb.; E. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 2
Station No. 3—*Victoria*, W. D. Bradwood, 9st. 8lb.; J. Little, 11st. 0lb.; A. Duer, 10st. 8lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 3

Station No. 4—*Kornblum*, J. M. G. Manuk, 10st. 10lb.; W. Watt, 11st. 11lb.; H. C. Metcalfe, 14st. 7lb.; A. Denison, 11st. 2lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 1
Station No. 5—*Leek*, J. S. Legge, 11st. 0lb.; A. H. Ough, 10st. 11lb.; G. H. Potts, 11st. 11lb.; F. H. Shepherd, 9st. 8lb. (stroke); E. Cole, 8st. 5lb. (cox)..... 2
E. B. Shepherd led for three parts of the way, with Lockhart second and Ellis apparently beaten off. Nearing the Coal Shed, however, the veteran stroke spurred, and rapidly overhauled the leaders, and at the front opposite the flag ship came cleverly from the *Shamrock* by rather over a length, Lockhart finishing a good third.

SOLDIERS AND SAILORS OAR RACE.—Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars, 3 secs. per Oar.

Royal Artillery's *Gunner*, 6-Oars..... 1
Royal Artillery's *Ubiquitous*, 6-Oars..... 2
H.M.S. *Victor Emanuel's* gig..... 3

There were eight starters and after an excellent struggle throughout the R.A. men in the *Gunner* won cleverly by a length, with the *Victor Emanuel's* boat a close third.

SAILING RACE.—For All Open Boats, any rig. Chinese excluded. \$2. First Prize, \$20; Second, \$10.

Registrar General's *gig*..... 1
Mr. J. R. Burrows' *Mary*..... 2
Commodore's *gig*..... 3
H.M.S. *Victor Emanuel's* gig..... 4
H.M.S. *Impetuous*'s pinnace..... 5
Dragon's *gig*..... 6
Dragon's *gig*..... 7
Nymph's cutter..... 8
Thales' cutter..... 9
H.M.S. *Leander's* pinnace..... 10

After a tedious business the Registrar General's *gig*, sailed by Mr. F. H. May, got home two minutes before the *Mary*, none of the others finishing.

SAILING RACE.—For Partially Decked Boats not exceeding the following dimensions 20 ft. (long) by 5 ft. (beam) by 3 ft. (draught). First Prize, Parson Cup, presented by the Parson Community; Second, Cup presented by the Victoria Recreation Club. Entrance Fee \$2.

Mr. G. S. Long's *Chameleon*..... 1
Mr. N. James' *May*..... 2
Mr. E. B. Shepherd's *Christine*..... 3
Mr. T. Hastings' *May*..... 4
Mr. E. M. Hawkins' *Christine*..... 5
Mr. C. M. Thompson's *May*..... 6
Mr. W. Lammer's *May*..... 7

A more drifting match, *Chameleon*, came in a long way ahead of *May*, *Christine*, and *May*, the last finishing close together.

Station No. 2—Mr. W. H. Ray's cutter *Kathleen*, 20 tons.

Station No. 3—Messrs. Potts and van Buren's cutter *Arctid*, 14 tons.

The three yachts could not get wind enough to complete the course, and had to be towed home. The *Arctid* had the best of the race before getting becalmed.

SECOND DAY, FRIDAY, 14TH DECEMBER.

The weather being quite pleasant this morning there was a much larger turn-out of spectators at the Regatta than was the case yesterday, although the flag ship was again, so far as the fair sex were concerned, almost entirely deserted. The racing proved of an interesting description, most of the events being stubbornly fought out to the end. We regret to have to say that the steam launch invasion of the course was even worse than yesterday—in fact, it was so bad that the rowing events were brought to an issue under extreme difficulties, and serious accidents were more than once only very narrowly avoided. The *Solent* was again a conspicuous nuisance, and on this occasion the torpedo pleasure cruiser was ably assisted by an extraordinary white structure, which we heard described as a steam yacht. She was modestly covered with flags from stem to stern, and carried a number of persons arrayed in brass-bound theatrical yachting costumes of wonderful appearance, the entire *tout ensemble* reminding us forcibly of the burlesque of "Black-eyed Susan," a very large telescope, which was a prominent ornament in the hands of the gilded skipper, vividly recalling G. H. Captain Crosstree and other nautical heroes of the buccannan school. Anything more disgraceful than the manner in which these two large vessels steamed up to the boats during the race could scarcely be imagined, and the only conclusion that can reasonably be arrived at is that the persons in charge were neither sailors, sportsmen, nor gentlemen. During the race for the Members Cup a small German launch, rushing recklessly up the course, collided with one of the V. R. C. official launches and was within an ace of being capsized.

Proceedings commenced with the Gig race for European non-commissioned officers and men of the Garrison, which fell to the R. E. crew in the *Cambridge* after a desperate finish. For the International three boats came to the starting point, the Irish crew pluckily deciding almost at the last moment to try their luck. On the strength of their form in the Ladies Purse the Scotch were strongly supported at 6 to 4 on the odds. At the start the English were not the substitution of Hayllar for Metcalfe in the English crew would bring the rivals close together. The Scotch, who had the inside position, were very unfortunate at the start owing to the Starter's gun missing fire, this accident losing them a good length, while the English boat was well under way before Lockhart made a move. At first it looked as if the Scotch would soon get on terms, Lockhart's powerful efforts being most vigorously seconded, but each spurt was promptly responded to by Ellis, and the two boats drew clear away from the Irish and raced with not quite a length between them, spurt and counter-spurt, for the first three parts of the distance. At the breakwater the Scotch crept up a little closer and for a moment the stem of the *Thistle* overlapped the stern of the *Rose*, but Ellis was rowing with consummate judgment and at once put in "an extra dozen" with the result that in making the bend for the winning post about half a length of clear water intervened between the two boats. Encouraged by the cheers of their partisans the men from the other side of "Tweed's silver stream" made one more grand effort to retrieve the fortunes of the day, and again the *Thistle* rapidly drew up to its opponent, but the English were not to be so easily deceived, and their stroke's final call was immediately answered, and a grand race to the finish ended in England's favor by three parts of a length. A better contested race has never been witnessed, and although England is entitled to all the honours of a victory, which was handsomely won, it is not unlikely that had the Scotch got equally well away from the starting post the result would have been reversed. The Public Schools race was won easily by a crew of Spanish boys hailing from Victoria School, the lads from the Hongkong Public School finishing a plucky second. Another grand struggle was witnessed in the Danish Cup, Lockhart, with two of his International crew behind him, outstaying E. B. Shepherd and winning by a length. The event confined to naval officers was easily won by Hickley's *Impetuous* crew, who also upset the calculations of the cognoscenti by very shortly afterwards achieving a clever and most creditable victory in the Garrison Cup, in which they reversed the Ladies Purse form with the Scottish International men. In analysing this reversal of form it should not be overlooked that Lockhart's crew had already rowed two very severe races—the International and Danish Cup, whereas the perfectly fit Naval officers had a very easy task set them in the "T. J. Cup." It was almost dark when the two eight-oars, representing the United Services and the Club and stroked by Major Ellis and Stewart-Lochhart respectively, started for the Members' Cup—the last race of the meeting. Opinions differed widely as to the result of this interesting event, the Club probably having most supporters. Lockhart got the first grip of the water, and so well did his men row that before going a hundred yards they had drawn clear of the heavy weights, and kept steadily improving their position. This race in particular was greatly interfered with by the erratic steaming of the *Solent*, and it was little short of a marvel that no serious mishap occurred. A quarter of a mile from home Lockhart was about three lengths in front, when two of his crew broke their stretchers, and for an instant the boat lost her way. Ellis now spurred desperately, but it was too late, the disabled craft gaining the award by a length.

The sailing race for open boats (Chinese excluded) was won by the *Victor Emanuel's* gig, that for partially decked boats by Mr. Hastings' *May*, the yacht race (over 10 tons) by the *Arctid*, and under 10 tons by Mr. R. Cooke's *Arrow*.

The general arrangements were ably carried out by Mr. J. Andrew (starter) Mr. E. L. Woodin (umpire), Commander Ramsey, R.N. and Mr. R. K. Leigh (judge); Mr. H. J. H. Tripp, chairman of Committee, Mr. H. C. Metcalfe, and Mr. J. H. Stewart-Lochhart, hon. secretary. The yacht and boat sailing races were managed by Mr. G. C. Anderson, Mr. E. Burnley, and Lieut. Bell, R.N.

Details.
For *Gig* pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boat to be approved by Committee. Winning Boat, Race No. 2. First Day, must change two of its crew before it can be allowed to start. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5.

Station No. 1—Royal Engineer's *Cambridge*, 6-Oars..... 1
Station No. 2—Royal Artillery's *Gunner*, 6-Oars..... 2
Station No. 3—Royal Artillery's *Ubiquitous*, 6-Oars..... 3

Station No. 4—*Shamrock*, R. M. Jameson, 11st. 0lb.; J. A. Fredericks, 10st. 5lb.; T. W. Lammer, 11st. 2lb.; E. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 1
Station No. 5—*Leek*, G. L. Duncan, 10st. 6lb.; J. Legge, 11st. 0lb.; J. Little, 11st. 0lb.; J. T. Tighe, 6st. 0lb. (cox)..... 2
Station No. 6—*Rose*, W. Taylor, 10st. 0lb.; G. L. Duncan, 10st. 6lb.; T. Dalby, 11st. 2lb.; J. A. Fredericks, 10st. 5lb.; J. T. Tighe, 6st. 0lb. (cox)..... 3

Station No. 7—*Shamrock*, R. M. Jameson, 11st. 0lb.; J. A. Fredericks, 10st. 5lb.; T. W. Lammer, 11st. 2lb.; E. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 1
Station No. 8—*Leek*, G. L. Duncan, 10st. 6lb.; J. Legge, 11st. 0lb.; J. Little, 11st. 0lb.; J. T. Tighe, 6st. 0lb. (cox)..... 2
Station No. 9—*Rose*, W. Taylor, 10st. 0lb.; G. L. Duncan, 10st. 6lb.; T. Dalby, 11st. 2lb.; J. A. Fredericks, 10st. 5lb.; J. T. Tighe, 6st. 0lb. (cox)..... 3

Station No. 10—*Shamrock*, R. M. Jameson, 11st. 0lb.; J. A. Fredericks, 10st. 5lb.; T. W. Lammer, 11st. 2lb.; E. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 1
Station No. 11—*Leek*, G. L. Duncan, 10st. 6lb.; J. Legge, 11st. 0lb.; J. Little, 11st. 0lb.; J. T. Tighe, 6st. 0lb. (cox)..... 2
Station No. 12—*Rose*, W. Taylor, 10st. 0lb.; G. L. Duncan, 10st. 6lb.; T. Dalby, 11st. 2lb.; J. A. Fredericks, 10st. 5lb.; J. T. Tighe, 6st. 0lb. (cox)..... 3

Station No. 13—*Shamrock*, R. M. Jameson, 11st. 0lb.; J. A. Fredericks, 10st. 5lb.; T. W. Lammer, 11st. 2lb.; E. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 1

After going a couple of hundred yards the *Ubiquitous*, in the course of the course, assumed a lead of nearly a length, which was maintained for half the distance, when the crew utterly collapsed, and a fine race home between the other pair resulted in favour of the Sappers by a quarter of a length.

INTERNATIONAL RACE.—"CHALLENGE CUP."—For Four-Oars. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Distance, One Mile. Entrance, \$10.

(English.)
Station No. 1—*Rose*, E. B. Shepherd, 10st. 0lb.; G. Bramwell, 12st. 0lb.; H. C. Metcalfe, 14st. 7lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); J. Tighe, 6st. 0lb. (cox)..... 1
(Scotch.)
Station No. 2—*Thistle*, E. Blair, 10st. 0lb.; W. Taylor, 10st. 0lb.; A. G. Stephen, 10st. 10lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 2

(Irish.)
Station No. 3—*Shamrock*, E. Osborne, 9st. 8lb.; E. Travers, 10st. 10lb.; R. B. Garde, 11st. 2lb.; J. Little, 11st. 0lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 3

Odds of 6 to 4 were laid on Scotland. Owing to the starter's gun missing fire a very indifferent start was effected, Ellis, always on the alert, slipping away with a good half length's lead of Ireland, the Scotch, who were on the Kowloon side, getting a very bad send off. The Major set his men a long, steady drag, which quickly placed the *Rose* in a commanding position, although Lockhart, ably assisted by his three Scotch "gig" men, was working like a Trojan to get on even terms. Three hundred yards from the start the Irish dropped clear away and were never afterwards seen in the race, whilst the *Thistle* gradually commenced to draw on the English boat. The bow of the *Thistle* overlapped the stern of the *Rose* at the shear-legs, and at least half a dozen times Lockhart spurted with undeniable gameness, but Ellis always responded, and a clinking race to the finish ended in favour of the English by about three quarters of a length, the final spurt of the Scotch considerably reducing their opponent's lead. The victory of the English was a substantial trophy for Metcalfe at the last moment he was well received, their game stroke especially coming in for a most enthusiastic reception. Time 7 min. 24 secs.

FOR MEN-OF-WAR'S CUTTERS.—Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10. No time allowed for Oars. (Winner of 6th Race, 1st Day, to be excluded.)
H.M.S. *Leander's* cutter, 12-Oars..... 1
H.M.S. *Impetuous's* cutter, 14-Oars..... 2
H.M.S. *Victor Emanuel's* cutter, 12-Oars..... 3

The three boats kept well together for the first half of the voyage, after which the *Leander's* cutter had it all her own way and won easily by three clear lengths; the *Victor Emanuel's* boat was a fair third.

PUBLIC SCHOOLS RACE CUE.—Presented by H. N. Mody, Esq. Open to all Boys whose names are on the roll of any School in the Colony. For Four-Oars. Distance, One Mile.

Station No. 3—*Victoria*, H. Grimsdale, 8st. 4lb.; J. Query, 8st. 4lb.; V. P. Genito, 8st. 4lb.; R. Gonzalez, 9st. 0lb. (stroke); J. H. Pidgeon, 7st. 7lb. (cox)..... 1
Station No. 1—*Thistle*, F. Horapool, 9st. 0lb.; A. Rose, 9st. 0lb.; F. Lammer, 9st. 0lb.; R. F. Lammer, 10st. 6lb. (stroke); W. Stoppant, 6st. 6lb. (cox)..... 2
Station No. 2—*Leek*, H. Grimsdale, 8st. 4lb.; L. Ellet, 9st. 0lb.; C. T. Kew, 8st. 12lb.; M. Fredericks, 8st. 2lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 3

Owing to accidents two of the boats never had any show in the actual race. The Spanish youths in the *Victoria* rowed clear away from the *Thistle* and won very easily by a length in 9 min. 43 secs. The form shown by both crews was very creditable.

"DANISH CUP."—Presented by the Danish Community. For Four-Oars. Distance, One Mile. Entrance, \$10.

Station No. 1—*Victoria*, W. Watt, 11st. 11lb.; W. Taylor, 10st. 0lb.; E. Blair, 10st. 0lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); W. Stoppant, 6st. 6lb. (cox)..... 1
Station No. 5—*Shamrock*, J. M. G. Manuk, 10st. 10lb.; R. M. Jameson, 11st. 0lb.; G. H. Potts, 11st. 11lb.; E. B. Shepherd, 10st. 10lb. (stroke); M. Fredericks, 8st. 2lb. (cox)..... 2
Station No. 4—*Rose*, W. D. Bradwood, 9st. 8lb.; G. L. Duncan, 10st. 6lb.; J. A. Fredericks, 10st. 5lb.; T. Dalby, 11st. 2lb.; J. A. Fredericks, 10st. 5lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 3

Station No. 2—*Kornblum*, E. Travers, 10st. 10lb.; E. Melby, 10st. 6lb.; J. S. Legge, 11st. 0lb.; T. W. Lammer, 11st. 2lb. (stroke); J. Tighe, 6st. 0lb. (cox)..... 4
Station No. 3—*Leek*, J. A. Fredericks, 10st. 5lb.; A. H. Ough, 10st. 11lb.; P. R. Simmonds, 12st. 10lb.; F. H. Shepherd, 9st. 8lb. (stroke); E. Cole, 8st. 5lb. (cox)..... 5

This proved one of the best races of the Regatta. The *Shamrock* was the first to show in front, E. B. Shepherd setting his men a fast stroke, but before going a quarter of a mile Lockhart forged alongside, and although the other three competitors made a very fair show, there were really only two in it from the start. At the half mile landmark the Scotchmen held a length's advantage, and this they maintained to the finish, although Shepherd rowed a plucky race; Duer, who came very strongly in the end, was a very third. Time, 8 min. 41 secs.

TO BE ROWED IN CLUB FOURS. Open to Naval Officers of all Nationalities. Cup presented by T. Jackson, Esq. Distance, One Mile. Time for Oars.

Station No. 3—*Leek*, L. D. Crichton, 10st. 10lb.; F. S. Field, 11st. 11lb.; R. B. Garde, 11st. 2lb.; T. D. Hickley, 11st. 2lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 1
Station No. 1—*Shamrock*, R. Lee, 11st. 2lb.; R. Hyde, 11st. 0lb.; E. H. Martin, 11st. 2lb.; C. R. Foot, 11st. 2lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 2
Station No. 2—*Rose*, W. F. Tyler, 10st. 5lb.; C. B. D'E. Chamberlain, 10st. 5lb.; F. Gerald, 11st. 3lb.; C. C. Cradock, 11st. 1lb. (stroke); F. G. Brooker, 10st. 12lb. (cox)..... 3

A walk-over for Hickley's crew, who took the lead from the start and won, without ever being extended, by half a dozen lengths in the very good time, considering the state of the tide, of 8 min. 20 secs. A splendid struggle for second place ended in favour of Foot's crew by rather over a length.

"GARRISON CUP."—Presented by the Officers of the Garrison. For Four-Oars. Distance, One Mile. Entrance, \$10.

Station No. 3—*Shamrock*, L. D. Crichton, 10st. 10lb.; F. S. Field, 11st. 11lb.; R. B. Garde, 11st. 2lb.; T. D. Hickley, 11st. 2lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 1
Station No. 1—*Shamrock*, R. Lee, 11st. 2lb.; R. Hyde, 11st. 0lb.; E. H. Martin, 11st. 2lb.; C. R. Foot, 11st. 2lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 2
Station No. 2—*Rose*, W. F. Tyler, 10st. 5lb.; C. B. D'E. Chamberlain, 10st. 5lb.; F. Gerald, 11st. 3lb.; C. C. Cradock, 11st. 1lb. (stroke); F. G. Brooker, 10st. 12lb. (cox)..... 3

Station No. 3—*Shamrock*, L. D. Crichton, 10st. 10lb.; F. S. Field, 11st. 11lb.; R. B. Garde, 11st. 2lb.; T. D. Hickley, 11st. 2lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 1

Station No. 1—*Victoria*, E. Blair, 10st. 0lb.; W. Taylor, 10st. 0lb.; A. G. Stephen, 10st. 10lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); W. Stoppant, 7st. 4lb. (cox)..... 2

Station No. 3—*Kornblum*, F. H. Shepherd, 9st. 8lb.; G. H. Potts, 11st. 11lb.; A. Denison, 11st. 12lb.; H. F. Hayllar, 11st. 2lb. (stroke); E. Cole, 8st. 5lb. (cox)..... 3

Station No. 4—*Leek*, J. Little, 11st. 0lb.; G. Bramwell, 12st. 0lb.; H. C. Metcalfe, 14st. 7lb.; Major Ellis, 12st. 0lb. (stroke); J. Tighe, 6st. 0lb. (cox)..... 4
Lockhart's crew were made strong favorites but the form in the Ladies Purse yesterday was reversed after a most exciting race, the Naval crew stroked by Hickley leading from end to end and beating the Scottish International rowers by a good length, with Hayllar an excellent third. The Garrison crew were beaten off. Time 7 min. 34 secs.

"MEMBERS' CUP."—Presented by Members of the Victoria Recreation Club. For Eight-Oars. Distance, One-mile-and-a-half. Entrance, \$20.

Station No. 2—*Raucus*, A. Denison, 10st. 12lb.; E. B. Shepherd, 10st. 0lb.; W. Taylor, 10st. 0lb.; G. H. Potts, 11st. 11lb.; J. S. Legge, 11st. 0lb.; A. Duer, 10st. 8lb.; A. G. Stephen, 10st. 10lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); H. Sampson, 10st. 9lb. (cox)..... 1

Station No. 1—*Glaucus*, E. Blair, 10st. 0lb.; F. S. Field, 11st. 11lb.; J. Little, 11st. 0lb.; T. D. Hickley, 11st. 11lb.; H. C. Metcalfe, 14st. 7lb.; R. B. Garde, 11st. 2lb.; G. Bramwell, 12st. 0lb.; Major Ellis, 12st. 0lb. (stroke); J. Tighe, 6st. 0lb. (cox)..... 2
Even betting. This race was decided in the twilight, and caused considerable excitement. The rowing was twenty strokes led by over a length, the heavy weights commencing very slowly, and this advantage was maintained throughout. At half a mile Lockhart was three lengths in front, and although two of his crew broke their stretchers at a critical part of the contest and a crowd of steam launches tried all they knew to spoil the race, a tough struggle to the finish showed Lockhart's men very easy winners by a length.

YACHT RACE.—For Yachts Over 10 Tons. Entrance, \$5. Time for tonnage.

Station No. 3—Messrs. Potts and van Buren's cutter *Arctid*, 14 tons..... 1
Station No. 1—Mr. W. H. Forbes' cutter *Nasmi*, 30 tons..... 2
Station No. 2—Mr. W. H. Ray's cutter *Kathleen*, 20 tons..... 3

This event was finishing just as darkness commenced to settle down, the *Nasmi* and *Arctid* racing to the flag ship in close company, and on her time allowance the latter was a handsome winner. The *Kathleen* was beaten a long way.

Co-day's Advertisements.

G. CHIARINI'S ROYAL ITALIAN CIRCUS AND MENAGERIE,

AT BOWRINGTON.

Station No. 3—*Victoria*, H. Grimsdale, 8st. 4lb.; J. Query, 8st. 4lb.; V. P. Genito, 8st. 4lb.; R. Gonzalez, 9st. 0lb. (stroke); J. H. Pidgeon, 7st. 7lb. (cox)..... 1

Station No. 1—*Thistle*, F. Horapool, 9st. 0lb.; A. Rose, 9st. 0lb.; F. Lammer, 9st. 0lb.; R. F. Lammer, 10st. 6lb. (stroke); W. Stoppant, 6st. 6lb. (cox)..... 2

Station No. 2—*Leek*, H. Grimsdale, 8st. 4lb.; L. Ellet, 9st. 0lb.; C. T. Kew, 8st. 12lb.; M. Fredericks, 8st. 2lb. (stroke); G. A. White, 6st. 2lb. (cox)..... 3

Station No. 4—*Kornblum*, F. Dircks, 8st. 0lb.; F. Souther, 8st. 4lb.; R. P. Malcampo, 8st. 13lb.; L. J. Malcampo, 8st. 4lb. (stroke); G. L. Shuster, 4st. 9lb. (cox)..... 4

Owing to accidents two of the boats never had any show in the actual race. The Spanish youths in the *Victoria* rowed clear away from the *Thistle* and won very easily by a length in 9 min. 43 secs. The form shown by both crews was very creditable.

"DANISH CUP."—Presented by the Danish Community. For Four-Oars. Distance, One Mile. Entrance, \$10.

Station No. 1—*Victoria*, W. Watt, 11st. 11lb.; W. Taylor, 10st. 0lb.; E. Blair, 10st. 0lb.; J. H. Stewart-Lochhart, 12st. 0lb. (stroke); W. Stoppant, 6st. 6lb. (cox)..... 1

Station No. 5—*Shamrock*, J. M. G. Manuk, 10st. 10lb.; R. M. Jameson, 11st. 0lb.; G. H. Potts, 11st. 11lb.; E. B. Shepherd

Amusements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THE HONGKONG CHORAL SOCIETY

will perform
GILBERT AND SULLIVAN'S OPERETTA
"IOLANDE,"

ON
THURSDAY,

AND
SATURDAY,

the 20th and 22nd December.

Doors open at 8.30. Performance to begin
at 9 O'CLOCK P.M.

Tickets for the Second Performance may be
obtained from Messrs. LANE, CRAWFORD & Co.,
on and after THURSDAY, the 13th instant.
PRICE:—\$2 EACH.

R. LYALL,
Hon. Secretary.

Hongkong, 10th November, 1888. [1240]

Masonic.

VICTORIA LODGE,

No. 1025.

A REGULAR MEETING of the above
named Lodge will be held in FREEMASONS
HALL, Zealand Street, on WEDNESDAY,
the 18th instant, at 8.30 for 9 P.M. precisely.
Hongkong, 15th December, 1888. [1284]

Hongkong, 15th December, 1888. [1284]

Auctions.

GOVERNMENT NOTIFICATION,
No. 548.

THE following Particulars of Sale of Crown
Land by Public Auction, to be held on the
spot.

TO-MORROW,

the 18th day of December, 1888, at 4 P.M., are
published for general information.

By Command,

ARATHOON SETH,
for the Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 8th December, 1888. [1252]

Particulars of the letting by Public Auction
Sale, to be held TO-MORROW, the 18th
day of December, 1888, at 4 P.M., by Order
of His Excellency the Officer Administering
the Government, of Two Lots of CROWN LAND,
in the Colony of Hongkong, for a term of 99 Years.

Lot No. 1. 1.211. Inland Lot.

Lot No. 2. 1.210. Wing Fung Lane.

Lot No. 3. 1.210. Wing Fung Lane.

Lot No. 4. 1.210. Wing Fung Lane.

Lot No. 5. 1.210. Wing Fung Lane.

Lot No. 6. 1.210. Wing Fung Lane.

Lot No. 7. 1.210. Wing Fung Lane.

Lot No. 8. 1.210. Wing Fung Lane.

Lot No. 9. 1.210. Wing Fung Lane.

Lot No. 10. 1.210. Wing Fung Lane.

Lot No. 11. 1.210. Wing Fung Lane.

Lot No. 12. 1.210. Wing Fung Lane.

Lot No. 13. 1.210. Wing Fung Lane.

Lot No. 14. 1.210. Wing Fung Lane.

Lot No. 15. 1.210. Wing Fung Lane.

Lot No. 16. 1.210. Wing Fung Lane.

Lot No. 17. 1.210. Wing Fung Lane.

Lot No. 18. 1.210. Wing Fung Lane.

Lot No. 19. 1.210. Wing Fung Lane.

Lot No. 20. 1.210. Wing Fung Lane.

Lot No. 21. 1.210. Wing Fung Lane.

Lot No. 22. 1.210. Wing Fung Lane.

Lot No. 23. 1.210. Wing Fung Lane.

Lot No. 24. 1.210. Wing Fung Lane.

Lot No. 25. 1.210. Wing Fung Lane.

Lot No. 26. 1.210. Wing Fung Lane.

Lot No. 27. 1.210. Wing Fung Lane.

Lot No. 28. 1.210. Wing Fung Lane.

Lot No. 29. 1.210. Wing Fung Lane.

Lot No. 30. 1.210. Wing Fung Lane.

Lot No. 31. 1.210. Wing Fung Lane.

Lot No. 32. 1.210. Wing Fung Lane.

Lot No. 33. 1.210. Wing Fung Lane.

Lot No. 34. 1.210. Wing Fung Lane.

Lot No. 35. 1.210. Wing Fung Lane.

Lot No. 36. 1.210. Wing Fung Lane.

Lot No. 37. 1.210. Wing Fung Lane.

Lot No. 38. 1.210. Wing Fung Lane.

Lot No. 39. 1.210. Wing Fung Lane.

Lot No. 40. 1.210. Wing Fung Lane.

Lot No. 41. 1.210. Wing Fung Lane.

Lot No. 42. 1.210. Wing Fung Lane.

Lot No. 43. 1.210. Wing Fung Lane.

Lot No. 44. 1.210. Wing Fung Lane.

Notices of Firms.

NOTICE.

I HAVE This Day taken Sole Charge of Mr.
A. COXON'S Business.

G. S. COXON.

WITH Reference to the above, I have This
Day commenced Business as SHARE
and GENERAL BROKER.

E. J. COXON.

Hongkong, 11th December, 1888. [1262]

NOTICE.

I HAVE this day commenced Business as a
SHARE and GENERAL BROKER.

HECTOR SAMPSON,

Office, No. 9, Queen's Road Central.
Hongkong, 1st December, 1888. [1273]

Insurances.

THE NEGLECT OF LIFE

ASSURANCE.

THERE is no feature of our civilised life that
strikes a thoughtful man with more force
than the neglect of LIFE ASSURANCE. By
payment of a small quarterly subscription any
man of good health can secure a very large sum
to his family in case of premature death, yet
hundreds of families brought up in comfort—
perhaps in luxury—are left in extreme poverty
every year from the bread winner having
neglected to assure his life. In the East many
a man lives up to his income, knowing well that
if death cut him off suddenly, his wife and
children would be left almost wholly unprovided
for. All this can be prevented by Life
Assurance.

EVERY FACILITY
In connection with Life Assurance Business
is afforded by

THE STANDARD LIFE OFFICE,
one of the largest and wealthiest of the Provident
Institutions of the United Kingdom. Forms of
application and all information will be promptly
afforded on application to any of the Standard
Company's Agents, or to

THE BORNEO COMPANY, Ltd.,
Agents, Hongkong.

Hongkong, 29th June, 1888. [659]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [1950]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAELS 600,000. \$333,333.33.

RESERVE FUND.....\$250,000.00.

BOARD OF DIRECTORS,
LEF SING, Esq., LO YUEK MOON, Esq.,
LOU TEO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1887. [1858]

Intimations.

THE STEAM LAUNCH COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND CALL OF TEN DOLLARS
per Share is due on the 30th day of
December, 1888.

Shareholders will please pay the amount due
upon their Shares to the HONGKONG AND
SHANGHAI BANKING CORPORATION.

TRANSFER BOOKS will be CLOSED from
the 15th to 20th instant, both days inclusive.

INTEREST at the rate of 12 1/2 per annum
will be CHARGED on all calls paid after the
20th instant as per article No. 33 of the Company.

By Order,
A. G. GORDON,
Secretary.

Hongkong, 10th December, 1888. [1207]

THE DAIRY FARM COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY
MEETING OF SHAREHOLDERS
will be held at the Company's Office, No. 5,
Stanley Street, Victoria, Hongkong, on
SATURDAY, the 29th day of December, 1888,
at 3 O'CLOCK P.M., for the purpose of receiving
a Statement of Accounts, the Report of the
Directors, and for the election of Auditor and
retiring Directors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to the 20th
instant, both days inclusive.

By Order,
E. W. MAITLAND,
Secretary.

Hongkong, 15th December, 1888. [1272]

NOW READY.

PRICE.....FIFTY CENTS.

THE LAW OF STORM

in the
EASTERN SEAS,

by
W. DOBERCK,
GOVERNMENT ASTRONOMER.

MAY BE PROCURED AT
Messrs. Kelly & Walsh, Limited, Hongkong,
Lane, Crawford & Co.,
G. Falconer & Co.,
C. J. Gaupp & Co.,
F. Blackhead & Co.,
Heuermann, Herbst & Co.,
More & Schmidt,
MacEwen, Frickel & Co.

Mr. W. Brewer,
The "Hongkong Telegraph" Office,
Messrs. Quill & Co., Swatow,
Mr. N. Moelle, Amoy,
Messrs. Hodge & Co., Hongkong,
Messrs. Kelly & Walsh, Limited, Shanghai,
Messrs. Kelly & Walsh, Limited, Canton,
Messrs. Kelly & Walsh, Limited, Hongkong.

Hongkong, 7th November, 1888. [1219]

STEAMERS EXPECTED IN HONGKONG.

| STEAMERS | FROM | DATE DUE | AGENTS |
|----------------|---------------|---------------|------------------------|
| City of Sydney | San Francisco | December 18th | Pacific Mail S. S. Co. |
| Polyhymnia | Hamburg | December 18th | Siemssen & Co. |
| Albany | Vancouver | January 1st | Adamson, Bell & Co. |

STEAMERS LOADING IN HONGKONG.

| DESTINATION | VESSELS | AGENTS | DATE OF LEAVING |
|-----------------------------|-----------------|-------------------------|-------------------------|
| London, &c., via Suez Canal | Clyde | P. & O. S. N. Co. | Dec. 19th, at 4 p.m. |
| London, via Suez Canal | Oopack | Arnhold, Karberg & Co. | About Dec. 26th. |
| London, via Suez Canal | Glenartney | Jardine, Matheson & Co. | About Dec. 26th. |
| London, via Suez Canal | Anchises | Butterfield & Swire | December 22nd. |
| Marshall, & Ports of Call. | Irakoudy | Messageries Maritimes | Dec. 26th, at noon. |
| Genoa, via Bombay, &c. | Stura | Carlowitz & Co. | Dec. 20th, at noon. |
| Havre and Hamburg, &c. | Cassandra | Siemssen & Co. | Dec. 21st, at noon. |
| San Francisco, via Yama | Arabic | Pacific Mail S. S. Co. | Dec. 19th, at 3 p.m. |
| Vancouver, H.C., via K. &c. | Abyssinia | O. & S. S. Co. | Dec. 19th, at 3 p.m. |
| Sydney, Melbourne, &c. | Guthrie | Adamson, Bell & Co. | Jan. 10th, at 3 p.m. |
| Port Darwin, &c. | Chingit | Russell & Co. | Dec. 23rd, daylight. |
| Calcutta, via Straits | Taisang | Jardine, Matheson & Co. | Dec. 19th, at 3 p.m. |
| Sourabaya, via S'pore, &c. | Camorta | Jardine, Matheson & Co. | About Dec. 20th. |
| Yokohama, via S'pore, &c. | Ancona | P. & O. S. N. Co. | Dec. 22nd, daylight. |
| Kobe | Antonio | Adamson, Bell & Co. | About Dec. 20th. |
| Shanghai | Sepima | Geo. R. Stevens & Co. | Dec. 19th, at daylight. |
| Hohow and Bangkok | Suiti | P. & O. S. N. Co. | Quick despatch. |
| Mahila, via Amoy | P. C. Chom Klao | Yuen Fat Hong | To-morrow, at 8 a.m. |
| Amoy and Tamsui | Diamante | Russell & Co. | Dec. 19th, at 3 p.m. |
| Swatow, Amoy, &c. | Formosa | Douglas Laprak & Co. | Dec. 19th, at 3 p.m. |
| Coast Ports | Thales | Douglas Laprak & Co. | To-morrow, daylight. |
| | Haibat | Douglas Laprak & Co. | Dec. 21st, daylight. |

Intimations.

W. POWELL & CO.

EX S.S. "GLENARTNEY" AND "CLYDE."

NEW CARPETS AND MATTINGS.

FLOOR OIL CLOTH & LINOLEUMS.

TABLE LINEN AND NAPKINS.

COLOURED TABLE CLOTHS.

CARPET SQUARES—An immense variety.

BRASS and IRON BEDSTEADS.

TOYS! TOYS! TOYS!!!

W. POWELL & Co. [6]

Victoria Exchange, Hongkong, 26th November, 1888.

PIANOS FOR SALE.

A. HAHN,

PIANO TUNER AND REPAIRER.

I HAVE JUST RECEIVED, EX S.S. "NIOBE" A NEW LOT OF

PIANOS,

In Black and Walnut, especially built at my own design including all

improvements, so very much needed in This Climate. All my orders have

been executed by my Piano Agents in Berlin to my entire satisfaction.

A short visit of inspection to my new premises will fully repay the trouble.

No. 22, ELGIN STREET. [1977]

Hongkong, 25th October, 1888.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROT, DECAY, &c., OF WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMAGNE,

LA GRANDE MARQUE.

FLensburg STOCKBEER,

ENGINEERS and BLACKSMITHS' TOOLS

AND EVERY KIND OF SHIP'S

STORES and REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [185]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches;

awarded the highest Prizes at every Exhibition;

and for Veillard and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES, and SPYGLASSES.

No. 8, Queen's Road Central. [197]

G. FALCONER & CO.

WATCH and CHRONOMETER MANU

FACTURERS and JEWELLERS

NAUTICAL INSTRUMENTS

CHARTS and BOOKS

No. 8, Queen's Road Central. [197]

Intimations.

DENTAL NOTICE.

DR. NOBLE has returned to the Colony and
RESUMED PRACTICE.

Hongkong, 14th December, 1888. [1279]